

THE  
"OVERLAND CHINA MAIL"  
PUBLISHED EVERY  
MAIL DAY.  
Contains the Week's News  
of Hongkong and the  
Far East.  
Price (including Postage) to any  
part of the world \$15.  
per annum.

# The China Mail.

ESTABLISHED 1842

AGENTS  
For the China Mail  
and "Overland China Mail"  
may be made to our Agent at  
the following ports:  
Canton, Hankow, Shanghai,  
Peking, Tientsin, Yokohama,  
Manila, A.S. Watson & Co., Ltd.

No. 16,585.

號七月七年六十百九千壹第

HONGKONG, FRIDAY, JULY 7, 1916.

庚午次歲年五國民華中

PRICE: \$3.00 Per Month

## THORNE'S OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:  
A. S. WATSON & Co. Ltd.  
WINE & SPIRIT MERCHANTS,  
HONGKONG  
Tel. 616.

### MIRACLES OF SURGERY.

ASTONISHING CLAIMS BY  
GERMANS.

Astonishing claims are made by three German professors, who have been carrying on experiments at Singen, just over the German frontier.  
Dr. Sauerbruch, head of the surgical department of the Zurich University, and Drs. Buge and Felix, both professors of anatomy, assert that by connecting the muscles in the stump of an amputated arm by means of catgut with corresponding "muscles" in an artificial arm and hand they have made it possible for a trained patient, by exercising no greater effort of will than under normal circumstances, to open and shut the hand, lift a glass to his lips, and, in fact, to perform a variety of acts of personal service which appear to be little short of miraculous.

The operation of transplanting muscles, which is not new, has naturally played an important part in their experiments. The artificial hand they have been utilizing is one recently invented by Professor in Stodola, a Hungarian Professor at the Zurich Polytechnic, which is declared to be almost perfect. Professor Sauerbruch announces that the muscle-training experiment has succeeded perfectly, and only awaits the invention of a somewhat better artificial hand to enable it to be put into regular practice.



NOTICE.

ANY EUROPEAN, NON-ASIATIC or INDIAN desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hours of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 6 p.m. daily.

## THE HANDY BOAT FOR MACAO.

THE Steamship  
"CHUEN CHOW"  
THE ONLY BOAT LEAVING AT 5 P.M.  
EVERY DAY.

Back again by noon on the following day,  
SUNDAY—Leaves Macao 5 P.M.  
Arrives Hongkong about 9 P.M.  
FARES.—First Class \$2 Single; \$3 Return (Saloon).  
Second Class \$1.50 Single; \$2.50 Return (Saloon).  
Electric Fans throughout. First Class Attention. Ample Saloons and Cabin Accommodation.  
Passengers may sleep on board without additional charge on return tickets only.

THE FIRST CHINESE NEWSPAPER  
EVER ISSUED UNDER  
PURELY NATIVE DIRECTION.

## The Chinese Mail

華字日報  
THE LEADING CHINESE POLITICAL AND  
COMMERCIAL JOURNAL.  
PUBLISHED EVERY MORNING.  
CONTAINS THE MOST RELIABLE  
TELEGRAPHIC NEWS FROM  
NORTH CHINA.  
ALL THE LATEST INTELLIGENCE FROM  
VARIOUS PORTS IN CHINA AND JAPAN.  
\$11.00 per annum delivered in Hongkong  
\$12.00 to all other parts.  
A. S. WATSON & Co., Ltd.,  
General Managers.

## BUSINESS NOTICES.

STEAM OR MOTOR VESSELS  
3,000 Tons, 3,000 Horse Power now Built  
Steel Building Work of every Description.  
Castings, Forgings, Repairs and Supplies.  
Prompt Attention and Shipment to Destination.  
STEAM LAUNCH FOR SALE OR HIRE.  
W. S. BAILEY & Co., Ltd.  
ENGINEERS and SHIPBUILDERS  
KOWLOON BAY



JUST RECEIVED  
PER S. S. ATREUS.

NEW STOCK OF

## DEWAR'S

"IMPERIAL INSTITUTE"

AND

"EXTRA SPECIAL"

## SCOTCH WHISKY.

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS,

Telephone 616.

## THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1833

MANUFACTURERS OF

## PURE Manila ROPE

STRAND	CABLE LAD	4 STRAND
1" to 15"	5" to 15"	3" to 10"
CIRCUMFERENCE.	CIRCUMFERENCE.	CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length.

Please, Samples and full particulars will be forwarded on application to  
Shewan, Tomes & Co., General Managers.

Hongkong, April 11, 1912.

501

## PEAK TRAMWAYS COMPANY, LIMITED.

### TIME TABLE.

WEEK DAYS.  
7.00 a.m. to 8.00 a.m. Every 15 minutes.  
8.00 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 10 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 10 minutes.  
3.00 p.m. to 3.10 p.m. Every 10 minutes.  
NIGHT CARS.  
8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.  
11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAY.  
7.45 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.30 a.m. to 12.00 p.m. Every 15 minutes.  
12.00 p.m. to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 3.10 p.m. Every 10 minutes.  
3.10 p.m. to 3.20 p.m. Every 10 minutes.  
NIGHT CARS as on Week Days.

STATIONARY.  
Extra Car at 12 midnight.  
SPECIAL CARS by arrangement at the Company's Office, 100, Queen's Road Central.  
Season and punch tickets available for all cars not already full, running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office.  
No Season Ticket will be issued until payment thereof has been made in full.  
Notes or by Cheque or Comprodeor order representing Bank Notes.  
JOHN D. HUMPHREY & SON,  
General Managers.

## KING EDWARD HOTEL

Central Location  
A. Electric Lifts, Fans and Lighting.  
European Baths and Sanitary Fittings.  
Hot and Cold Water System throughout.  
Best of Food and Service.

TELEPHONE 873.  
TELEGRAPHIC ADDRESS:  
"VICTORIA." J. WITCHELL,  
Manager.

## PATELL & CO.

Importers-Exporters

AND

Commission Agents

HONGKONG.

Branches—  
SAN FRANCISCO, CAL.  
YOKOHAMA, JAPAN.  
BOMBAY, INDIA.

China—  
HANKOW,  
SHANGHAI,  
CANTON.

ALEX. HINDI, CAFE.

YESTERDAY'S (7th July) at 8.00 p.m.  
Theater Royal, Hongkong.

## BUSINESS NOTICES.

## THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG LTD.

TAIKOO DOCKYARD, HONGKONG.  
SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-  
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL  
ELECTRICAL AND MECHANICAL ENGINEERS.  
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.  
Estimates given for quick construction and repair of Ships, Engines, Boilers,  
Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.  
GRAVING DOCK 75' x 88 x 24'6"  
Pumps empty Dock in 2-3 1/2 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement  
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES  
throughout the Shops ranging up to 100 Tons.  
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—  
JOHN I. THORNTON & CO., LTD.

PETROL & KEROSENE MOTORS 7-1/2 to 150 H. P.  
As supplied to the British Admiralty and War Office.  
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUSSETS,  
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY  
DESCRIPTION.  
MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.  
Dockyard Managers, can be seen between the hours of 11 a.m. and 12 noon at the  
Town Office.

BUTTERFIELD & SWIRE,  
HONGKONG, CHINA AND JAPAN, AGENTS,  
Telegraphic Address: "TAIKOODOCK." TELEPHONE No. 212.

## THE

## PALISADE

WILL OPEN

WEDNESDAY, JULY 12TH.

PARTICULARS LATER.

BEWARE OF MOSQUITOES!

## MOSCATINE.

THE INFALLIBLE INSECT REPELLER.

DELICIOUS PERFUME. PERFECTLY HARMLESS.

50 cts. \$1.00 \$2.50 per bottle.

PREPARED ONLY BY

THE VICTORIA DISPENSARY.

TELEPHONE 248.

## THE HONGKONG HOTEL

AND

## GRILL ROOM

J. B. TAGGART,

MANAGER.

## PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.  
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.  
FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.  
Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies  
rooms, Roof Garden.  
Terms—From \$5 per day. Max. Telephone 244. Telegram  
"PEAKHOTEL."

## BUSINESS NOTICES.

## GREEN ISLAND CEMENT CO., LD.

## Portland Cement

In Casks of 275 lbs. net.

In Bags of 250 lbs. net.

## Shewan, Tomes & Co.

GENERAL MANAGER.

## HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON-MIN.  
HONGKONG TO CANTON. CANTON TO HONGKONG.  
FRIDAY, 7th JULY.

8 A.M. 'HEUNGSHAN' 8 A.M. 'HONAM'  
10 P.M. 'FATSHAN' 6 P.M. 'KINSHAN'

SATURDAY, 8th JULY.  
8 A.M. 'HONAM' 8 A.M. 'HEUNGSHAN'  
10 P.M. 'KINSHAN' 6 P.M. 'FATSHAN'

Single Fare by Night Steamer \$6.00  
Return Fare by Night (available also for Return by day Steamer) 11.00  
Single Fare by Day Steamer 5.00  
Return Fare by Day Steamer 9.00

HONGKONG-MACAO LINE.  
S.S. 'TAISHAN' Tons 206 S.S. 'SUI PAI' Tons 1851  
HONGKONG TO MACAO.

Week days at 8 A.M. and 9 P.M. from the Company's Wing Lok Street Wharf.  
Sundays at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.  
Week days at 7.30 A.M. and 2 P.M. Sundays at 7.30 A.M. and 3 P.M.

## EXCURSION TO MACAO SUNDAY, 9th JULY.

The Company's Steamship, "TAISHAN"  
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.  
and return from Macao at 3 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at  
7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street  
Wharf.

CANTON-MACAO LINE.  
S.S. 'SUI-AN'.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.  
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.  
S.S. 'SUI-AN', 595 Tons, and S.S. 'NANSHAN', 469 Tons.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday  
and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the  
same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to  
Hongkong or vice versa by the Company's direct Steamers, "LINTAN" and  
"HANUL". These vessels have superior cabin accommodation and are lighted  
throughout by electricity. Electric Fan in each Cabin.  
Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.  
Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
HOTEL MANSIONS (First Floor),  
Opposite the Bank of China.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
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Opposite the Bank of China.



## INTIMATIONS

## HONGKONG GYMKHANA CLUB.

THE THIRD GYMKHANA MEETING of the season will be held at HARRY VALLEY on SATURDAY, the 26th July, 1916, commencing at 2.45 p.m. The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or GYMKHANA CLUB. Soldiers and Sailors in uniform: Half Price. The Committee invite the Ladies of Hongkong to be present. Hongkong, July 5, 1916. 805

## NOTICE.

MR. A. VIVIAN HOGG, having resigned his position in our Firm his "Power of Attorney" is withdrawn as from June 30th. REISS & CO. Hongkong, July 1, 1916. 791

## NOTICE.

WE HAVE This Day appointed Mr. FRANCIS CHARLES HERB Manager of our Canton Branch, with power to sign our name by Procuration. REISS & CO. Hongkong, July 1, 1916. 792

## NOTICE.

MR. A. VIVIAN HOGG has joined our Company as a Director as from the 1st June, 1916. T. E. GRIFFITH LIMITED. Canton, July 1, 1916. 793

## SINGON &amp; CO

ESTABLISHED A.D. 1880.

IRON STEEL METAL AND HARD WARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Castings. General Storekeepers and Shipbuilders. Nos. 35 and 37, Hing Loon Street, (2nd Street, west of Central Market) Telephone No. 515. Hongkong September 4, 1915.

## SILIMPON (SEBATTIE) COAL.

THE Undersigned having been appointed Agents for the COVIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPON COAL imported into Bunkers at SEBATTIE or SANDAKAN (British North Borneo). SILIMPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption. Steamers calling at SEBATTIE or SANDAKAN exclusively for SILIMPON COAL (either cargo or Bunkers) are exempt from payment of all Port charges. At Sebatik Bunkers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides. Charts of Sibeko Bay (Sebatik Harbour). Prices and all other information concerning the Port can be had on application to the Agents. BRADLEY & CO., LTD., Agents Covie Harbour Coal Company, Limited. Hongkong, Dec. 2, 1915. 1027

## "A SCOUT IN FAIRYLAND"

## "JOHN IN HONGKONG"

A local Fairy Story entirely produced in Hongkong, with topical illustrations for the benefit of War Charities.

## ON SALE AT:

Messrs. Wm. Powell, Ltd.,  
Messrs. W. & A. Watson, Ltd.,  
Messrs. Kelly and Walker, Ltd.,  
Messrs. Whiteway,  
Laidlaw & Co., Ltd.  
and THE CHINA MAIL, LTD.

Price 50 Cents.

## JAPANESE MAKERS

Every kind of Footwear

## MADE TO ORDER



## OBERHY &amp; CO.

CEDEE STREET,  
Opposite H. & W. Hotel.  
Telephone No. 491.  
Hongkong, March 20, 1914.

THE ALKALOID OINTMENT cannot be described. It is a powerful, effective, and reliable remedy for all skin diseases, including eczema, psoriasis, and other conditions. It is made from the finest ingredients and is guaranteed to give relief. Price 50 Cents.

## INTIMATIONS

## NOTICE.

## REGISTRATION OF PERSONS ORDINANCE 1914.

ALL PERSONS NOT EXEMPTED from the Colony, BEFORE JULY 22nd 1916, in the case of NEW ARRIVALS, WITHIN ONE WEEK of arrival.

- The following are exempted:—
- (1) Members of His Majesty's Regular Naval and Military Forces.
  - (2) Civilians in the permanent employment of the Colonial Government or of the Naval and Military authorities.
  - (3) Members of the Hongkong Volunteer Corps, Hongkong Volunteer Reserve, Hongkong Police Force, or Special Police Reserve.
  - (4) Consular Officers of Foreign States.
  - (5) The wives and daughters of persons included in any of the 4 clauses specified above.
  - (6) Persons of Chinese Race.
  - (7) Persons not exceeding 18 years of age.

FORMS OF REGISTRATION, giving the particulars required, MAY BE OBTAINED at the Enquiry Office, G. F. O. Hongkong, The Branch Post Office at Kowloon and at all Police Stations.

THE PENALTY FOR FAILING TO COMPLY with the Ordinance is a FINE NOT EXCEEDING \$50.

C. Mc L. MESSER,  
Captain Superintendent of Police.  
Hongkong, June 23, 1916. 804

## WANTED.

YOUNG PORTUGUESE as PROOF READER and GENERAL ASSISTANT. Knowledge of bookkeeping essential and ability to speak Chinese a recommendation. Apply by letter.

C/O CHINA MAIL Office.

Hongkong, June 26, 1916. 774

## WANTED.

A YOUNG MAN as OFFICE ASSISTANT, must understand Stenography, Bookkeeping and General Office Work. State experience and salary expected. Address P.O. Box 75. Hongkong June 29, 1916. 796

## WANTED.

FURNISHED HOUSE or FLAT. Higher level. Address "Flat". C/O CHINA MAIL Office. Hongkong, June 3, 1916. 719

## WANTED TO BUY.

## LLOYD'S REGISTER

Year 1914/1915.

Offers to "L.R."

C/O CHINA MAIL Office.

Hongkong, June 28, 1916. 781

## THE ANDERSON MUSIC CO., LTD.

## HIGH CLASS

## PIANOS FOR

## SALE OR

## HIRE.

## CASH OR

## CREDIT.

## TUNING &amp; REPAIRING.

## A SPECIALITY.

6, Des Vaux Rd. Tel. 1329.

## DAIRY FARM NEWS.

HAMS! HAMS! HAMS!!!  
FARMER HAMS 85 cts. per lb.  
ROYAL HAMS 80  
TORK BUT HAMS 75  
COOKED HAM  
(In Slices) \$1.00 per lb.  
THE DAIRY FARM CO., LTD.

## THE NEW FRENCH REMEDY.

## THERAPION No. 1

## THERAPION No. 2

## THERAPION No. 3

## THERAPION

## THERAPION

## THERAPION

## THERAPION

## THERAPION

## THERAPION

"To make sales is not enough—  
you must make friends?"

## "CAPSTAN" NAVY CUT

## TOBACCO &amp; CIGARETTES HAVE BEEN MAKING FRIENDS FOR YEARS

## W.D. &amp; H.O. WILLS

"Constant growth signifies constant merit."

## COST OF THE WAR.

## FINANCIAL EXPERT'S ESTIMATE OF BRITAIN'S ABILITY TO STAND IT.

"Under certain conditions our money resources are sufficient for us to carry on the war for another three years," said Professor H. S. Foxwell recently in a lecture at the Royal Institution on "The Finance of the Great War."

"To control the exchange must always," he said, "be in the mind of the War Chancellor of the Exchequer. Usually the export of gold will rectify any adverse rate, but the amounts today are too large to admit of that. If we increase our exports and decrease imports matters will clearly improve."

He regarded the mercantile marine as an invaluable export service because it rendered a service to the foreigner and it was curious to note that the higher the freights the greater became the foreigners indebtedness to us.

"I suppose it is safe to say that the adverse trade balance against us will be £600,000,000 for the current year. How should this be financed? Mr. W. R. Lawson states that there was never more foreign money in London than to-day. That is satisfactory, because it indicates the favourable view taken by foreigners as to the issue of the war, that they have no doubts as to the general stability of our financial position."

"In America it is stated that between May 1, 1914, and January 24, 1916—approximately eighteen months—America absorbed 350 millions sterling worth of securities, mostly British. I regard that as the most outstanding financial fact of the war. Hitherto we had practically financed America. She was regarded as a borrowing country; most of the great American railways were built largely with European capital. Yet suddenly she was developed in the United States this remarkable loan force."

"It is a fortunate feature that we control two-thirds of the world's gold supply. The gold production of the British Empire is 57 millions sterling, as against enemy powers control of 11 millions sterling. Fortunately the gold production is holding out. This year there will probably be a record. The Allies have gold bank reserves of 460 millions, as against enemy countries 125 millions (plus anything there may be at Vienna)—although it is generally believed that Vienna reserves are pooled in Berlin."

"We have in sight at least 1,770 millions' worth of securities saleable abroad. On the sale of this we could hold out, at the present rate of expenditure, for another three years, although it is quite another story when we consider the low but constant world-wide demand for these securities because South American and Canadian securities issued in London are to-day subject to what the foreigner regards as an unlimited income tax. The Chancellor of the Exchequer will have to consider this natural shyne in any future question of the realization of securities liable to income tax, which to-day already reaches 5s. in the £2."

"Rise in Prices Compared. Sir George Paish shows us that the general average rise in prices, comparing June, 1914, with April, 1916, is 65 per cent. June prices were particularly low but compared with 1914, the foodstuffs average preceding the war the rise is still 58 per cent."

"Foodstuffs have risen in this period by 72 per cent. In this group we are nearly back to the level of 1914; we are still 30 per cent below the foodstuffs prices of the Napoleonic wars in 1810, but prices to-day are steadily going up. Meat shows the greatest increase. I should like to say here that most of us

use too much meat, and that we waste about half of what we buy as compared with the French. This waste extravagance is commented upon by all foreign visitors. It is the most expensive article of food consumption and we could easily effect striking economies."

"It has been said by a Cabinet Minister that money incomes have risen so much more than the cost of living that there is still a substantial margin. Anyway, I do not think there has been any pressure upon the working classes; the pressure of high prices has been more felt by the middle classes."

"It is comforting, however, that the rise in prices in many countries has been far greater. In Berlin the rise is 88 per cent, and Vienna 113 per cent. France is extraordinarily low. The rise in food prices is stated to have been only 9 per cent. Frankly I don't understand this, although they have put into force maximum prices."

"The present Britannia was laid down as a 'three-decker' in 1818. She lay on the stocks until after the end of the Crimean War. Then, as the introduction of steam had been officially recognized as the motive power of warships, the war cut shipbuilding and lengthened, and extended at the stern, and finally launched as a screw 131 gun ship in 1860."

She was christened the Prince of Wales, but upon her arrival at Dartmouth she was renamed the Britannia. The vessel was towed to the mouth of the Dart from Devonport by H.M.S. Buzzard and two tugs on August 17, 1860, and she has lain there ever since.

Both King George and the late Duke of Clarence were cadets on board the ship. They both joined the Britannia in 1877, and served their allotted term as cadets aboard her.

At certain times the cadets, when ashore, become acquainted with the different favours of the apples in the South Devon orchards. Once Prince George and his companions visited an old lady in Dartmouth who reaped fruit. "Well, mother," said the Prince (he always called an elderly lady "mother"), "how's fruit selling to-day?" "Lor, I don't know, sir," replied the old dame, "but I've got some nice strawberries, some pears, a good lot of plums and a few nice apples."

"Apples," said the Prince, with a meaning glance towards his companions. "We don't buy apples, do we?" "No, ome the unanimous chorus. The boys bought other fruit, and as the Prince quitted the old lady he called to her in a tone of pity, "Look out for us, mother, next time we pass we'll stock you with apples for a month."

The magnificent Royal Naval College at Dartmouth has long superseded the old Britannia as a training place. Mr. 1848 devoted to high naval service. Overlooking Dartmouth and the harbour, 200 feet above the sea level, this fine building is probably the premier naval training establishment in the world.

CRAMP COLIC. No need of quaffing from cramps in the stomach, for intestinal pains, Chamberlain's Colic, Cholera and Diarrhoea Remedy cures both adults and children. It is the most effective remedy for all these ailments, and it is so simple and so safe that it will be found in every household.

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## EXPERIENCED HANDS

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## Ladies' Fashion Books and

## Toilet Requisites.

## 12, D'Almeida Street,

## "Hongkong," July 6, 1916. 151

## KOWLOON-CANTON RAILWAY.

## TIME TABLE.

## OUT

## Kowloon

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## INTIMATIONS

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## FOUNDERS. All work done in this establishment is guaranteed. We have

## over thirty years' experience. We own two Shipyards and can accommodate any craft

## of 100 feet long.

## Town Office, 45, Queen's Road, Central, Hongkong. Telephone No. 408.

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## Estimates furnished on application. WONG PING WA, Manager.

## Hongkong, April 1, 1915.

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When buying Worcestershire Sauce,  
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on the Red label, and see also that the  
name LEA & PERRINS is embossed  
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LEA & PERRINS' label and bottle are copied to such  
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## KOWLOON-CANTON RAILWAY.

## TIME TABLE.

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### PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (for account of the concerned),

### TUESDAY,

the 11th July, 1916, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A number of Lots of Books by well-known Authors including Books of Reference, French Novels, etc., etc. Two Gent's Bicycles (New) with all accessories.

And  
One New Remington Typewriter  
No. 10 Visible.  
Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.  
Hongkong, July 6, 1916. 613

### PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

### TUESDAY,

the 11th July, 1916, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

VALUABLE TEAKWOOD AND BLACKWOOD FURNITURE, etc., etc.

As Follows:—  
Indian Carpets and Rugs (New), Upholstered Suites, Arm-chairs and Sofas, Card Tables, Bedroom Furniture, Double and Single Brass-mounted Beds, Stairs, Dining Tables and Chairs, Tea and Occasional Tables, etc., etc., Large Dinner Services, Crockery, Glass Ware including Cut-glass, Choking Stoves, Cutlery, Toilet Sets, Ice Chests, etc., Bath Room Utensils, etc., a quantity of Electro Plated Ware.

Also  
"Caille" Portable Motor with Battery, etc., complete (practically New), Pianos in good condition. Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Pictures, Engravings, a few Oil Paintings, Enamelled Bath-Tubs, a number of Rolls of Matting, etc., a few lots of Bentwood Chairs (New), Bath Towels, etc.

(Full Particulars from Catalogue.)  
Terms:—Cash.

HUGHES & HOUGH,

Auctioneers.  
Hongkong, July 6, 1916. 606

### PUBLIC AUCTION.

THE Undersigned have received instructions from THE REGISTRAR, SUPREME COURT, to sell by Public Auction, on

### WEDNESDAY,

the 12th July, 1916, at 15 Noon, at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

Seven cases of BUTTERFLIES AND MOTHS forming one of the finest Collections in the East, comprising:—  
Classified and set Specimens of Butterflies and Moths properly labelled with dates and place of capture, covering South China, including the North and West Rivers and Macao, and Java, Borneo and Timor, with exchange specimens for comparison from Europe, Africa, America and other parts of Asia than South China, etc., and a large quantity of rare Butterflies and Moths from Java, South China, Timor, Borneo, etc., etc., in papers similarly identified.

The above collection was recently carefully packed at considerable expense for transmission to the Rothchild Museum at Tübingen, but at the owner's wish is being sold in Hongkong for the benefit of his creditors.

The owner's valuation is £7,000.

Terms:—Cash.

HUGHES & HOUGH,

Auctioneers to the Government.  
Hongkong, July 6, 1916. 610

## THE CALL OF THE SOUTH.

### SHACKLETON'S EXPEDITION.

A THRILLING NARRATIVE:  
TERRIBLE EXPERIENCES, WRECK  
OF THE "ENDURANCE."

London, June 2.

Sir Ernest Shackleton, telegraphing from the Falkland Islands, has given a long and thrilling narrative of the experience of his exploring party in the Antarctic regions. In the course of his story he states:—

"We left South Georgia on December 8th, and encountered a heavy ice pack off the Sandwich group on December 8th, with the result that we were forced to take a detour course for 1,000 miles through the icebergs. We sighted land on January 10th. The ice had become heavier and it was at this point 50th in thickness with many ice floes extending over an area of 150 square miles. We decided to land at the earliest opportunity and to send the "Endurance" back to civilisation. We discovered

### A NEW LAND

with 200 miles of coastline and great glaciers discharging towards the sea. We named this Cairn Coast.

"A series of abnormal circumstances commenced at this stage. We observed a great migration of thousands of seals towards the north—an unaccountable movement at such a time. Then we experienced hard north-easterly gales, and we had to anchor behind large bergs amidst a surging pack. Eventually we found ourselves enclosed in ice which never re-opened. Summer conditions were non-existent and the temperature, contrary to all experience in the Antarctic in February, was below zero. Probably this is the explanation of the migration of animal life. There were signs of the ice opening about the middle of February, and therefore, despite a shortage of coal, we decided to attempt to break out. In 40 degrees of frost by the end of February, the old and young icepacks had cemented together, and it was impossible either to land or to extricate the ship.

"We drifted across Weddell Sea embedded in the icepack, and leaving always the pressure would crush our ship in. Twenty dogs died during this time. When the ice pressure increased in June and July

### THE PERIL BECAME GREATER.

Immense blocks of ice were thrown about and great ice ridges arose, so that we prepared for the worst. There was a great crash on August 1st, when the pressure drove the "Endurance" bodily out of the ice and hurled her before a gale. She stood the strain, but her rudder was damaged. She encountered another and more severe crushing in September, and she emerged from the ice in the middle of October. Drifting towards New South Greenland, the vessel was again caught in the ice and was leaking so badly that the pumps had to be worked. On October 18th the pressure threw the "Endurance" upon her beam-ends on the ice, and all hands had to camp on the ice 800 miles from land.

"We left the "Endurance" and began to sledge northwards at the rate of a mile a day, but we abandoned the journey, as it was full of dangers and we returned to a camp near the ship. We drifted northwards upon the ice for two months. The "Endurance" sank on November 20th. After sledging northwards for nine miles in five days the broken ice compelled us to establish the Patientia Camp, where we remained for three months. We continued our northerly drift upon a small floe, and shot five dog teams, owing to shortage of food. We crossed the Antarctic Circle in January and

### IN DISEMPOWER.

we sighted the South Shetland Islands on April 7th. We launched three boats on April 8th, and when the ice opened we rowed northward through masses of ice pack and camped on an ice floe for the night. We reached the open sea on April 10th, but a heavy swell forced us to retreat to the pack ice, where we waited for two days, after which we rowed westward.

"Several men were suffering from exposure and shortage of water, and it was impossible to warm the food. Finally, we gave up all hope of reaching Deception Island, and we headed northward for Elephant Island, which was sighted on April 14th, 40 miles distant. A strong wind hindered our progress, and we were severely frost-bitten. A furious gale blew all night and in the course of this the boat "Dunlop Ducker" disappeared. We reached Elephant Island on April 15th, with all our equipment

### A MOMENT OF GRAVE ANXIETY

about the middle of April, when the ice pack drove the ship towards a stranded berg. She was saved only by a sudden change in the drift.

"The menace of the ice pressure began in June, when the ice rose to a height of 20ft. close to the ship. The pressure became more intense in July, and there were ominous signs that the ship would not escape. The ice rose in ridges 40ft. high, and ground into the bows ahead. Ice blocks weighing 20 tons were thrown about, and as the blocks were communicated to the ship, we made preparations for the worst, and completed them by August 1st. While I was examining the ice during a blizzard, the ice split under my feet, and I had just time to rush aboard the vessel when the pressure took her. With

### A DREAD GRINDING CRASH

the "Endurance" was hopelessly out of the ice, and was flung before the gate against masses of driven ice.

"The vessel stood the strain, and, fortunately, the pressure ceased. At midday the ship heeled over half out of the water, showing a split in her rudder. Thereafter the ice was the focus of the active pressure. A bad nip caught her in September, bending her sides and buckling her beams. Eventually the ice broke, but we broke free from the ice in the middle of October. The distant water was lying free of ultimate safety. We were now drifting across what was reputed to be New South Greenland, but soundings showed 500 fathoms of water. Then we experienced renewed ice pressure which damaged our starboard, with the result that the vessel leaked.

### THE VESSEL STOOD THE STRAIN, AND, FORTUNATELY, THE PRESSURE CEASED.

At midday the ship heeled over half out of the water, showing a split in her rudder. Thereafter the ice was the focus of the active pressure. A bad nip caught her in September, bending her sides and buckling her beams. Eventually the ice broke, but we broke free from the ice in the middle of October. The distant water was lying free of ultimate safety. We were now drifting across what was reputed to be New South Greenland, but soundings showed 500 fathoms of water. Then we experienced renewed ice pressure which damaged our starboard, with the result that the vessel leaked.

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laden and several members of our party on the verge of physical and mental collapse. The first of all landed at a point on almost inaccessible cliffs, and then we re-embarked and, moving to the westward, landed through the surf and out

wardward landed through the surf and out toward the ice on a hope above reach a hole in the ice in the afternoon of the 25th. Owing to the seriousness of the situation caused by a shortage of food and inadequate protection against the winter, we decided to endeavour to reach South Georgia in order to secure help.

"I left 'Wild in Charge' at Elephant Island and, calling for volunteers, took the largest boat and departed on April 24th, with Worsley, Crean, MacKish, McCarthy, and Vincent. We passed through the stream ice and day after day we progressed towards our goal, but

CONSTANT SNOWSTORMS AND ALICE swept over us for a fortnight. The crew, although frost-bitten, were cheerful despite the great difficulties. We were constantly compelled to break the ice from the sides of the rudder. We sighted the cliffs on the west coast of South Georgia during a clearance in a snowstorm. Another hurricane on May 9th threatened to drive us on to the cliffs, and our only chance was to sail a reefed sail. The wind abated at the moment of the most serious crisis and enabled us to clear the land.

The gale re-started on May 10th, and in the last extremity I decided to land and to endeavour to cross to the whaling station on the east coast; but the party was too weak to haul the boat up, and the only course was to hold on to her all night. We cut her top sides off on May 11th, and were thereby enabled to haul her up. Vincent and MacKish were not fit to march, so I took Crean and Worsley, and began to cross the island on May 19th. The interior of the island was unknown to us. Therefore I took three days' provisions and a cooking stove, and started on a rough and labourous march over glaciers, ridges, and snow fields, to a height of 4,000ft. We reached the Stromness whaling station on the afternoon of May 20th, this being the first time the island had been crossed. We received every assistance from the manager, who despatched a whaling vessel the same night to bring the remainder of the party around.

The generous Norwegian whalers obtained a volunteer crew, equipped a whaling vessel, and started southward on May 26th, in the hope of rescuing my crew, but their repeated attempts to get to the southward were frustrated by the ice. A larger vessel could have succeeded, but there was a shortage of coal. We reluctantly turned northward to seek assistance at the Falklands."

### FURTHER DETAILS.

EXPLORES WORN OUT—SEVERAL MEN STRANDED.

London, June 2.

In a more extended message recording his voyage through the Antarctic, Sir Ernest Shackleton states:—

"We prepared to winter in the middle of February. It was a mild winter, with the usual blizzards, and the lowest temperature recorded 67deg. of frost. The "Endurance" drifted south-westward, and the most southerly point reached was latitude 77deg. longitude 85deg. west. We continued a zig-zag drift across Weddell Sea to the north-westward, immovably fixed in the ice-pack. Meanwhile we were carrying out general scientific work, and in view of the possibility of the pressure we placed our sledging stores on deck and trained our dogs for emergencies. Twenty of the dogs grew sick, and some of them died on April 14th, but returned later on. After 100 days in the ice there was

about the middle of April, when the ice pack drove the ship towards a stranded berg. She was saved only by a sudden change in the drift.

"The menace of the ice pressure began in June, when the ice rose to a height of 20ft. close to the ship. The pressure became more intense in July, and there were ominous signs that the ship would not escape. The ice rose in ridges 40ft. high, and ground into the bows ahead. Ice blocks weighing 20 tons were thrown about, and as the blocks were communicated to the ship, we made preparations for the worst, and completed them by August 1st. While I was examining the ice during a blizzard, the ice split under my feet, and I had just time to rush aboard the vessel when the pressure took her. With

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below zero, and the freezing. The ice commenced snowing on October 25th, causing the ship's sides to open, and, in consequence, we lowered the boat with sledges and provisions. The end came on October 27th, when

the terrible pressure culminated in the tearing out of the vessel's stern and rudder posts, and the breaking up of the main deck. The icebergs pierced the ship, and the water streamed the pumps and extinguished the fire.

"I ordered all hands to get on to the vessel's stern and rudder posts, and the breaking up of the main deck. The icebergs pierced the ship, and the water streamed the pumps and extinguished the fire.

"The pressure continued near the ship, and therefore I moved the equipment away. I must here record the excellent morale of everybody in the expedition. A crack opened through the camp at midnight and the ice pressure continued, with a cold wind and 49 degrees of frost. I moved the camp on October 28th. At that time the ship was submerged to the upper deck, and her foremast and mainmast had been twisted out by the ice pressure.

PARTY'S POSITION WAS STABLE. We were in 69° 7.8 south latitude and 51° 1.8 degrees west longitude, and the nearest land with a prospect of food was Paulet Island, 3.48 miles distant. We reorganised our equipment and saved all our scientific records, photographs, and films.

We started on October 30th relaying northwards, with every dog-team dragging the provisions and sledges, and men hauling the boats in half-mile relays, our progress being a mile a day. New cracks and ridges impeded our movements, and the danger of crossing the open cracks was increased by the presence of killer whales, which would not hesitate to attack any men who fell in. After the fullest consideration, and finding it impossible to move a large party across the working ice, I decided to camp in the vicinity of the wreck and to save the stores, my intention being to depend upon the northerly drift and the summer break-up. We reached a heavy ice floe on October 31st, and there made our ocean camp.

"We salvaged more stores from the ship by cutting through the main deck and gimpling out 100 cases of food, and in the meantime we prepared three boats for a sea journey.

THE "ENDURANCE" SANK. On November 20th, we drifted throughout November 60 miles northwards. The December drift was equally disappointing, as the northerly gales frequently drove us back after we had made good progress. We left Ocean Camp on December 22nd, the ice appearing close enough to permit us to travel, and we marched day and night in deep snow, hauling the boats, cutting our way through the ridges. The party with the boats advanced nine miles in five days, and then rotten ice made it impossible to proceed further. On December 28th the boats were sinking through the ice.

"Sometimes various units were isolated upon separate floes, and we were forced to retreat and to re-establish the Patientia Camp, where we passed January, February, and March, slowly drifting to the north. Our ice floe grew small under attack from neighbouring icebergs and gales, and it was finally reduced to an area of 100 yards square. We shot five dog teams in January, owing to

shortage of food. It became also necessary to put the party upon stunted rations because of a dearth of seals and a limited hunting radius. We crossed the Antarctic Circle in January, and passed through February without any hope of escape. The winter commenced in the middle of March, with low temperatures, long nights, and heavy blizzards.

"Our tents were worn out. There was a shortage of fuel, and the possibility of reaching Paulet Island had disappeared. We were drifting rapidly northward, and a northerly wind indicated the proximity of open water. On March 23rd we sighted the distant peaks of Joinville Island, in the northern extremity of West Antarctica, but an impenetrable ice belt precluded any attempt at crossing to the land. We sighted Clarence Island, the most easterly of the South Shetlands, on April 7th, and here we had a narrow escape as a great berg, driving through the ice-pack, missed us by only 200 yards. The swell on April 8th caused the floe upon which our camp was pitched to split into pieces.

"As the ice opened we launched three boats, and then tide-rip and driving ice almost snatched our expedition. We made northward, rowing through masses

of ice pack and pulling the boats up in the ice floe at night. A heavy swell set in at midnight, and a floe split under our feet. We pulled one man out of the water before the floe closed together, and the whole party awaited daylight upon a rocking ice floe only 100 feet long. We made westward on April 10th.

THROUGH A HEAVY SNOW SQUALL and reached the open sea. We met a high swell, which forced us to retreat to the pack ice, and while camping at night on an iceberg we had to drastically reduce our equipment because the sea was too heavy for the derelict open boats. The temperature was low and the sea was increasing.

"The berg began to split during the night, and dawn showed that it had been undermined, and that an icecock had developed while we were surrounded by surging pack ice, which was undulating with the heavy swell. Our opportunity came at noon on April 11th, when the ice opened suddenly. We flung our boats into the sea over the ice floe or the

ice cutting the rope. We sighted the cliffs of South Georgia during a break in a snowstorm and stood in towards the land, but we observed the sea sporting upon some uncharted reefs, and heeled off for the night. The wind increased to a hurricane on the ninth day.

Enormous seas were running on a dead ice-shore, and we saw nothing of the land until the afternoon when, between signals we found we were drifting towards a cliff. One chance remained to us. We set a reefed sail, and, fortunately, the boat stood the strain, and kept afloat with continuous bailing. The wind shifted at the very crisis, thereby enabling us to clear the land. In view of the condition of the party, I decided on the tenth day not to attempt to go around the island, but to beach the boat and to try to cross to the east coast. We managed to beach the boat at dusk in a small cove, but

WE WERE TOO WEAK to haul it up, so we hung on all night. We cut the top sides of the boat away on the eleventh day, and we were then able to haul it up in a bay filled with ice. On May 12th we launched the boat again, and on May 15th, we reached the head of King Haakon Bay.

"I started across the island on May 16th, and as the interior was quite unknown to me, I took no equipment except three days' provisions and a cooking stove. After 38 hours of continuous marching I covered 80 miles.



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# THE WAR.

## LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

### THE NAVAL FIGHT.

#### ADMIRAL JELlicoe's DESPATCH.

##### THE ENEMY'S LOSSES.

LONDON, July 6.  
Admiral Jellicoe's despatch on the naval fight on May 31st-June 1st, places the enemy's losses as follows:  
Two battleships of the Dreadnought type.  
One battleship of the Deutschland type.  
Five light cruisers.  
Six destroyers.  
One submarine.

All the above were seen to sink.  
Two battle-cruisers, one battleship of the Dreadnought type and three destroyers were seen to be so severely damaged that their return to port was extremely doubtful.  
admittedly sank.

[Assuming that all the ships in Admiral Jellicoe's second list did not return, Germany has in capital ships 135,500 tons against a British loss of 108,800 tons. This gives a total of over 242,000 tons destroyed, not counting destroyers. It will be of interest to recall that the tonnage of the capital ships sunk in the last great naval fight—that of the Japanese against the Russians—which, curiously enough, occurred on the same date in 1905—May 31st—was only 93,000 tons.—Ed.]

#### THE DESPATCH AND AN EXPERT'S COMMENTARY.

Admiral Sir John Jellicoe's despatch will be an historic document in the annals of the Navy. It appeals rather to students of sea warfare, than to the layman who does not find it easy to follow the technicalities.

At the same time the public is delighted to find in the despatch the fullest confirmation of the British claims based, as Admiral Jellicoe says, on a most careful examination of many individual officers, as to the havoc wrought to the German Fleet.

The opening words of the despatch tell with professional terseness the origin and purpose of the battle.

"Sir,—Be pleased to inform the Lords Commissioners of the Admiralty that the German High Seas Fleet was brought to action on May 31st westward of Jutland.  
The ships of the Grand Fleet, in pursuance of a general policy of periodical sweeps through the North Sea had left its base the previous day, in accordance with my instructions.  
The commentary of a Naval expert issued simultaneously with the despatch shows that Admiral Sir David Beatty's Fleet was the advance squadron, and it ran a measure of risk in attacking the enemy before Admiral Jellicoe was able to join battle. But Admiral Beatty followed Nelson's golden rule: "Attack the enemy in sight and cling to him as long as your teeth will hold out." The despatch shows some courage, but he did not task finish.

When a fine combination of the two fleets had been effected, the enemy would have had little hope of escaping decisive defeat but for the mist, which robbed the British of the harvest they deserved.

A STRIKING EPISODE.  
The following striking episode of the battle deserves quotation:  
"The Marlborough opened fire at 6.17 in the evening, firing seven salvoes at a ship of the Kaiser class. Then she engaged a cruiser and another battleship. She was hit by a torpedo at 6.54 and listed considerably, but at 7.3 she re-opened fire at the cruiser, and at 7.12 fired fourteen rapid salvoes at a ship of the Kaiser class, hitting her frequently until she quit the line."

Recording the gallantry of the officers and crews, Admiral Jellicoe says: "The conduct of all throughout was entirely beyond praise. No words of mine can do them justice. The most glorious traditions were most worthily upheld. I cannot adequately express the pride with which the spirit of the Fleet has filled me."

BLAZON TYPE NOT NECESSARY.  
CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy needs no glaring headline to attract the public eye. This simple statement, that all Chamberlain's Remedy, as every family knows its name, has been used for forty years, and is just what the name implies. For all Colic, Cholera and Diarrhoea.

### THE BRITISH FRONT.

#### BRITISH RAIDS IN LA BASSEE CANAL REGION.

LONDON, July 6.  
General Sir Douglas Haig reports a further slight advance near Thiéval. South of the La Bassee Canal after a discharge of smoke and gas, we made successful raids on the enemy line. The Royal Welsh Fusiliers specially distinguished themselves, and took forty prisoners.  
The Highland Light Infantry successfully raided enemy trenches west of Hulluch. Many Germans were killed and some taken prisoner.

LATER.  
Low clouds interfered with aeroplane work, but a British machine in the Tappavine area, dropping to 300ft., successfully bombed a train from which German reinforcements were plighting.

A British battery in another area secured direct hits on a German heavy battery and a battalion on a route march, inflicting many casualties.  
Details of the mud by the Welsh Fusiliers show that three enemy mine shafts were destroyed and the enemy suffered 150 casualties, including the 43 prisoners brought back.

#### THE FRENCH FRONT.

PARIS, July 6.  
A German counter-attack gained two little woods a mile north of Hem while we captured a wood on the edge of the village.  
A German attack at Bulcy was easily repulsed.  
The Germans made a series of counter-attacks north of Hem, north of the Somme, and between Estrees and Bulcy. All were shattered by our curtain fire.

The Germans lost heavily, including prisoners. Two companies in a communication trench were annihilated by enfilading machine-gun fire.  
GERMANS ATTEMPT TO HIT CATHEDRAL AT VERDUN.  
There was only artillery activity in the Meuse region, the Germans attempting to hit the Cathedral at Verdun.

GERMAN TRENCH PENETRATED IN ALSACE.  
A detachment of ours penetrated a German trench at Burnhaupt in Alsace and found it full of corpses.

#### THE RUSSIAN FRONT.

##### SUCCESSES IN MANY SECTORS.

PETROGRAD, July 6.  
A communiqué records successes in many sectors from Riga to the Carpathians.  
A thousand of the enemy were taken prisoner at Baranovitchi.  
The enemy on the right bank of the Dnieper were routed and hundreds taken prisoner.  
The small town of Mikeltichine, on the railway between Kerosinzo and Dolatyn, has been captured.

##### AUSTRIAN LOSSES.

##### OVER HALF A MILLION IN A MONTH.

PETROGRAD, July 6.  
The General Staff estimates that the Austrian losses have been over half a million in the past month.

##### RUSSIA'S ACHIEVEMENTS.

PETROGRAD, July 6.  
Military writers are most optimistic regarding the prospects.  
Russian guns are pounding Baranovitchi on three sides at a range of four miles, and the Russians are enveloping with their left wing, or the Skyrthe Germans who in the Chertovak region are frantically striving to counteract the great Russian thrust at Lutsk.  
The Austrians in southern Galicia are now out of from railway communications.

### GERMAN ADMISSIONS.

#### ALLIES' SUCCESSSES EAST AND WEST.

LONDON, July 6.  
A German official announcement gradually admits the British progress near Thiéval, the evacuation of Hem, and the French capture of Bulloy. Fighting for Estrees, it says, is proceeding.  
The communiqué speaks of heavy fighting on the Russian front and reveals that General von Bothmer's forces in the Barysz sector have retired upon Teoropise, which is the next line of defence.

### ITALIAN FRONT.

#### ITALIAN OFFENSIVE SUCCESSFULLY CONTINUES.

LONDON, July 6.  
An Italian official announcement says: Our offensive between Lagarina and Sugana Valleys continues, and our pressure on Adige and Astico obliged the enemy to withdraw.

#### BRITISH CASUALTIES.

LONDON, July 6.  
Brigadier-General C. R. Prowse has been killed and Captain Craig is reported as "wounded and missing."

#### THE BRITISH PRISONERS AT RULHLEN.

LONDON, July 6.  
In the House of Lords, in answer to a question, Lord Newton said that the German reply to the British request that British prisoners at Rulhelen should either be fed or released had been received. Germany had not categorically refused the request, and their reply was being studied.

#### VISCOUNT FRENCH.

LONDON, July 6.  
Field-Marshal Viscount French has become the Colonel of the Irish Guards.

#### THE IRISH SETTLEMENT.

##### AGREEMENT IN THE CABINET.

LONDON, July 6.  
It is stated that the Cabinet has agreed to Mr. Lloyd George's Irish proposals with additional safeguards providing for Imperial control of harbours and strategic points and the protection of Unionists in the South and West.

A Bill is being prepared to give effect to the settlement and it will be introduced into the House of Commons shortly.

#### INDIAN TEA AND INDIGO INDUSTRIES.

LONDON, July 7.  
Mr. Chamberlain stated in the House of Commons that negotiations are proceeding with the State of Travancore for remedying the grievance of the double export duty on tea.  
He also stated that he had communicated with other Departments of the Imperial Government which used indigo in the hope that after the war they would favourably consider the claims of the Indian industry, but he emphasised the necessity of the planters co-operating to insure more scientific cultivation, and better preparation and marketing arrangements in order to secure durable results.

#### MEDICAL ARRANGEMENTS IN MESOPOTAMIA.

LONDON, July 7.  
Mr. Chamberlain announced in the House of Commons that the Report of the enquiry into the medical arrangements in Mesopotamia had not yet been received.

#### STRIPE FOR BRITISH WOUNDED.

LONDON, July 6.  
An Army Order states that wounded officers and men will henceforth wear a gold braid stripe on the left arm, and an additional stripe each time wounded.

#### THE WAR COMMITTEE OF THE BRITISH CABINET.

In the House of Lords on May 30th in the course of a discussion on the war Committee's conduct of the war.  
The Marquis of Crewe (Lord President of the Council) said that no big movement was sanctioned without consultation with the naval and military advisers. The War Committee consisted of Mr. Asquith, Mr. McKenna, Mr. Chamberlain, Lord Kitchener, Mr. Balfour, and Mr. Lloyd George and all urgent war matters came before them.  
Lord Midleton complained of the danger of confidential papers straying while Cabinet Ministers numbered 23.  
The Marquis of Crewe replied that 99 per cent. of war matters did not come before Cabinet, as the War Committee's decision was final.  
Lord Salisbury contended that there ought to be a single Minister responsible for initiating policy.

### EARLIER TELEGRAMS.

#### THE ANGLO-FRENCH OFFENSIVE.

##### BRITISH ADVANCE IN CERTAIN SECTORS.

LONDON, July 6.  
General Sir Douglas Haig, in a communiqué states:—

Fighting has been continuous, but consisting mostly of local struggles for strong points, the result being that we advanced slightly in certain sectors. We lost no ground.  
The German casualties today were very heavy.  
The total prisoners now exceeds 6,000. There was the ordinary trench warfare elsewhere.

FRENCH RESUME OFFENSIVE.  
GERMANS DRIVEN FROM ESTREES.

##### PARIS, July 6.

A communiqué states:—  
The French have resumed the offensive south of the Somme.  
We captured the second German position east of Curin on a front of two kilometres.

We repulsed counter-attacks south of the Somme, and finally drove the Germans from Estrees. We now hold the second German position south of the Somme on a front of ten kilometres.

Five hundred more prisoners were taken.  
There were only intermittent bombardments at Verdun.

##### SLOW PROGRESS EXPLAINED.

"DISTINGUISHED NEUTRAL'S PRAISE OF BRITISH HEROISM."

##### LONDON, July 6.

The slower British progress is explained in a French semi-official report on the ground that the Germans expected a British, not a French, attack, thinking that the latter had been exhausted at Verdun the Germans accordingly massed their best troops against the British.

The French papers are therefore most eulogistic upon Britain's effort, especially of the brilliant capture of La Boisselle, which was the enemy's strongest organisation.

There is a consensus of praise for the bravery of the new armies.  
A distinguished neutral observer says the first triumphant assault was at Mametz, which the enemy believed impregnable. He does not believe that there was ever a more gallant feat in war. Nothing the Japanese did against the Russians was so perfectly heroic. Similarly at Commeourt, though the British failed to capture the salient, the British troops have not died in vain, for they held the German masses, enabling success to be attained at other points.

##### GENERAL STAFF QUITE SATISFIED.

##### "THE STAYING POWER OF OUR RACE."

##### LONDON, July 6.

Mr. Bonar Law, speaking at a banquet in London in honour of the representatives of the Dominions now visiting England, said that the General Staff were quite satisfied with the result of the struggle so far. The deeds of the Dominion troops had become a household word. "Our resources will last longer than the enemy's, and the staying power of our race will see us to the end."

##### THE RUSSIAN FRONT.

##### ROUTED NEAR BUCZACZ.

PETROGRAD, July 6.  
A communiqué states:—The Russians routed the enemy on the right bank of the Dnieper, south of Buczacz. They cut the railway which extends from Delatyn, in Galicia, to Korosmezo, in Hungary.

##### UNITED STATES AND MEXICO.

##### CARRANZA ACCEPTS PRINCIPLE OF MEDIATION.

##### WASHINGTON, July 6.

General Carranza has accepted the principle of mediation, thus averting any danger of war.

##### BISHOP & "GERMAN BLUNDER."

There was an amusing blunder on the programme of one of the May Meetings. In the last verse of the National Anthem, as printed, appeared the lines:—  
Lord make the nations see  
That men should knavish be.  
The Bishop of Chichester explained that the word "knavish" should, of course, be "brothers," and he characterised it as a German mistake.

##### DON'T NEGLECT YOUR FAMILY.

WHEN you fail to provide your family with a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy at this season of the year, you are neglecting them, as how, complaint is sure to be prevalent, and it is too dangerous a malady to be trifled with. This is especially true if there are children in the family. A dose or two of this remedy will place the trouble within control and prevent any illness or death.

##### ROYAL HONGKONG GOLF CLUB.

##### NOTICE.

DOCTOR G. M. HARSTON has kindly promised to present two GOLFERS for Competition over the Big Course at PAK LING to commence about the beginning of August.

##### CONDITIONS.

Fourball Foursums Knock-out Competition over 18 Holes, limited to players of 18 Handicap and under.  
Competitors choose their own partners.  
Entrance Fee: \$4.00 per couple to be devoted to a War Charity.  
Entry Lists are posted in the various Club-houses.  
Entries close 21st inst.

##### R. M. GUMMING.

##### HONGKONG, July 6, 1916.

##### (Continued on page 6.)

### "BUSINESS GOVERNMENT."

#### DAILY FOR MINISTERS OF AIR, COMMERCE, AND SCIENCE.

Presiding at the ordinary general meeting of shareholders in Haddfields (Limited), at Sheffield, Sir Robert Hadfield said that Sheffield had done its duty to the utmost of its power in connection with supplies for the war.

He appealed to labour not to let restrictions of any nature stand in the way of the utmost output.

Dealing with the question of special Ministers for special work, Sir Robert said: "Our system of government at times seems to be framed on not very scientific lines."

For example, it is a technical age, yet as far as I am aware we have not a single representative of the technical business men in the Government.

Surely, some of our great engineers could have been well called in to give their counsel as a man of straw like the present. This present terrible war is most certainly a technical one, and demands all the best efforts of science and technical knowledge, whether as regards military engineering, mechanical engineering, electric engineering, chemical engineering, civil engineering, mining engineering, hydraulic engineering, metallurgical engineering, and other different branches.

##### THREE MORE MINISTERS WANTED.

All these are called into operation every day of the war. Yet, to the best of my knowledge, the Cabinet does not contain a single representative of any of those important branches. This being the case a radical departure is called for in our method of government, and that quickly. Surely, therefore, it is more than ever necessary to appoint three separate and distinct Ministers—a Minister of Commerce, a Minister of Science, and a Minister of Air.

The enemy is well represented in this respect, and I can personally vouch for the fact that the head of Krupp's had for many years personally reported every fortnight by actual attendance or correspondence, direct to the head of that Empire as to the progress of the work at Essen.

As a correspondent pointed out in the "Daily Telegraph" not long ago, and upon whose article I recently commented in a contribution to that paper, there certainly should be a Minister of Science.

A man may be educated, but not necessarily scientific. More education alone, therefore, does not necessarily fit the man for an important post in the Cabinet.

Whilst Mr. Asquith is my political chief, I should like him to know, and I feel sure I represent the views of the business men in Sheffield, that if he does not give us a Minister of Commerce the business men and men of commerce in this country will rise in serious protest.

##### CONSULAR SERVICES.

Our Ambassadorial and Consular service need serious revision, continued Sir Robert. The diplomatic career should be open, not to any particular clique or set, but to the ablest among us who will force their way upwards by ability. Outside Lord Cromer and Mr. Bryce, who did so much for us in America, and from whose work we are to-day in many ways benefiting, we have not had many other Ambassadors who have kept either themselves or us properly in touch with the country in which they were sent to represent Great Britain.

When meeting some of our Ambassadors abroad I have found that to talk to them of British commercial interests was a matter quite "taboo," in other words, it was somewhat beneath their notice. Either the first or second attack or the consul was called in, these often being men of any but the right type or nature, or who properly understood such questions.

I say most emphatically that these posts should be thrown open to the highest and best trained amongst us. There is no doubt that much of the cause of the present crisis has been owing to our being most inefficiently supplied with information, whether diplomatic, consular, or commercial.

If we had been told how things were going on the Continent, it is certain the nation would not have withheld its support. In other words, either we were not told, which was most reprehensible, or if the authorities knew more than the public they did not act upon the information.

Our authorities, therefore, are greatly to blame in allowing the British nation to be misled. Notwithstanding this terrible condition of things in which we temporarily find ourselves, we shall, if we exercise our usual tenacity of purpose and courage, safely emerge, and I trust with sounder and better views on matters of this nature.

## HARPER'S PRICKLY HEAT POWDER

A NATURAL EMOLLIENT AND ABSORBENT DUSTING POWDER SCIENTIFICALLY COMPOUNDED FOR USE IN THE TREATMENT OF ALL ITCHING INFLAMMATORY CONDITIONS OF THE SKIN.

### PREVENTION OF SORE FEET.

Apply a small quantity of the Prickly Heat Powder to the Soles of the Feet and between the Toes: this will ensure perfect ease and prevent Sore and Blisters.

PRICE 75 CENTS PER TIN.

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## To-day's Advertisements

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (on account of the deceased),

## SATURDAY,

the 8th July, 1916, at 10.30 a.m., at their Sales Rooms, No. 8, Des Vieux Road, Corner of Lee House Street,

HOUSEHOLD FURNITURE, etc., etc., Reserved to Sale Rooms for Convenience of Sale.

Including 12-Bore Fowling Piece by Jeffries and One set saddle complete.

20 Electric Fans (for Kowloon use) New, and A quantity of Aluminium Paint, Tins, etc.

HUGHES & HUGHES, Auctioneers, Hongkong, July 7, 1916. 813

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

## FRIDAY,

the 14th July, 1916, commencing at 2.30 p.m., at the Toyo Kisen Kaisha's Godown (and afterwards at Messrs. M. Skott & Co's Godown), Kennedy Town.

SUNDRY SHIPS' GEAR, etc. Steamship "CHITO MARU,"

Comprising:—Steam Winches, Boat Davits, port Scuttles and frames, Brass Saloon Windows, Copper whistle and Syren, Brass Signal Gun, Engine Room Telegraphs and compasses, Electric water-tight shutters, Copper and Brass Steam Pipes, etc., etc.

One Searchlight, N.B.—Further sales will be notified later.

On View Now. Catalogue on application. Terms:—Cash on delivery.

GEO. P. LAMBERT, Auctioneer, Hongkong, July 8, 1916. 814

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

## TUESDAY,

the 18th July, 1916, commencing at 2.30 p.m., at the Toyo Kisen Kaisha's Godown (and afterwards at Messrs. H. Skott & Co's Godown), Kennedy Town.

SUNDRY SHIPS' GEAR AND FURNITURE, etc. Steamship "CHITO MARU,"

Comprising:—Leather Covered Armchairs, Revolving Spoon Chairs on iron frames, Wooden Folding Chairs, Nickel-plated Brass Bedsteads, Iron bunk frames and Mattresses, Patent Folding Washstands, Oak Writing and Centre Tables, Mirrors, Coloured Glass Windows, Mattresses, Rugs and Carpets, etc., etc.

On view Now. Catalogue on application. Terms:—Cash on delivery.

GEO. P. LAMBERT, Auctioneer, Hongkong, July 7, 1916. 815

## "CHINA MAIL" OVERLAND EDITION.

THE BEST WEEKLY NEWS PAPER FOR ALL INTERESTED IN HONGKONG AND CHINA GENERALLY.

ORDER IT BEFORE GOING HOME, AND THUS KEEP IN CLOSE TOUCH WITH THE COLONY

## HONGKONG TIDES.

The tide-table given below has been compiled at the Hydrographic Office in London from the results of the analysis of observations taken by means of an automatic tide-recording machine in the Victoria Harbour at Tsim Sha Tsui during the years 1887-8-9. The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 2 feet 3 inches below mean sea level. To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamou Dock, add 10 feet 8 inches to the height given for the table.

July 8th to 14th, 1916.

High Water				Low Water			
July 7		High Mean Time	Height	High Mean Time		Height	
Jan.	0	3.30	14.0	Jan.	0	1.15	1.0
Feb.	0	3.30	14.0	Feb.	0	1.15	1.0
Mar.	0	3.30	14.0	Mar.	0	1.15	1.0
Apr.	0	3.30	14.0	Apr.	0	1.15	1.0
May	0	3.30	14.0	May	0	1.15	1.0
June	0	3.30	14.0	June	0	1.15	1.0
July	0	3.30	14.0	July	0	1.15	1.0
Aug.	0	3.30	14.0	Aug.	0	1.15	1.0
Sept.	0	3.30	14.0	Sept.	0	1.15	1.0
Oct.	0	3.30	14.0	Oct.	0	1.15	1.0
Nov.	0	3.30	14.0	Nov.	0	1.15	1.0
Dec.	0	3.30	14.0	Dec.	0	1.15	1.0